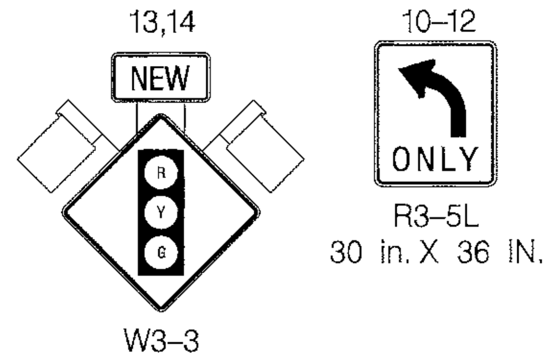
MD 2 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

PROPOSED SIGNALS

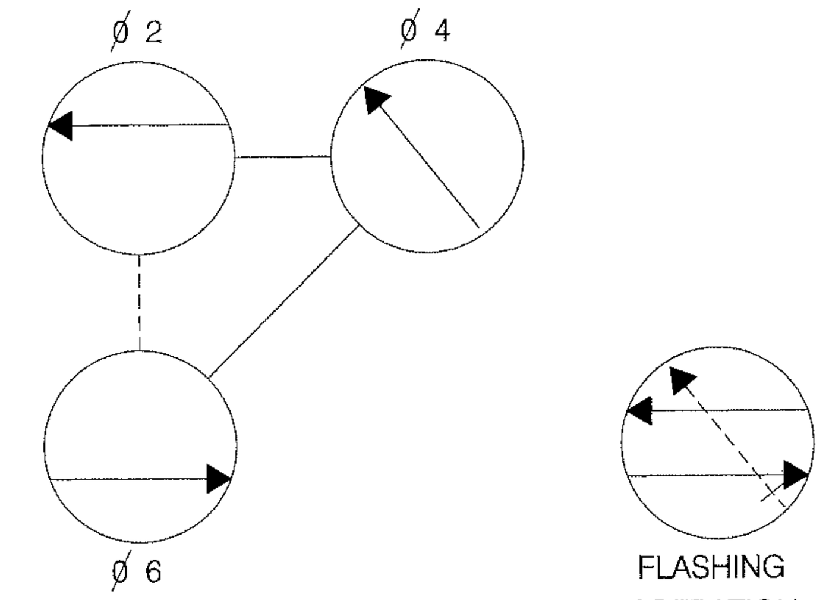
1–6
R
Y
G
12"

PROPOSED VIDEO CAMERA DETECTION SYSTEM

PROPOSED SIGNS



NEMA PHASING



PHASING NOTES:

1.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2.) PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

CONSTRUCTION DETAILS

A. INSTALL 27 FT. STEEL POLE WITH TWIN 50 FT./60 FT. MAST ARMS, SIGNAL HEADS, VIDEO TRAFFIC DETECTION CAMERA ON 50 FT. ARM SIGNS AND 15 FT. STREET LIGHTING ARM 250 WATT HPSV LUMINAIRE (NOTE: 1–2 IN. AND 1–4 IN. SCHEDULE 80 PVC CONDUIT BENDS).

B. INSTALL 27 FT. STEEL POLE WITH A 60 FT. FT. MAST ARM, SIGNAL HEADS, SIGNS AND 15 FT. STREET LIGHTING ARM 250 WATT HPSV LUMINAIRE (NOTE: 1–2 IN. AND 1–4 IN SCHEDULE 80 PVC CONDUIT BENDS).

C. INSTALL BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESARY EQUIPMENT (NOTE: 2–2 IN. AND 2–4 IN. SCHEDULE 80 PVC CONDUIT BENDS).

D. INSTALL MICRO–LOOP PROBE SET WITH 500 FT. LEAD–IN.

F. INSTALL HANDHOLE

G. INSTALL 1 IN. LIQUID–TIGHT, NON METALLIC CONDUIT (DETECTOR SLEEVE).

H. INSTALL 1 IN. GALVANIZED STEEL ELECTRICAL CONDUIT (DETECTOR SLEEVE).

J. INSTALL 2 IN. SCHEDULE 80 POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED)

K. INSTALL 4 IN. SCHEDULE 80 POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED)

L. INSTALL 4 IN. SCHEDULE 80 POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED)

M. INSTALL MICRO–LOOP PROBE WITH 1000 FT. LEAD–IN.

N. INSTALL W3–3 SIGN ON TWO 4 IN. x 4 IN. WOOD POSTS APPROXIMATELY 550' IN ADVANCE OF THE INTERSECTION.

P. VIDEO TRACKING DETECTION FIELD FOR PRESENCE DETECTION.

GENERAL NOTES

1. FOR THE EXACT LOCATION OF PAVEMENT MARKINGS SEE PAVEMENT MARKING PLAN.
2. THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
3. LOOP DETECTORS AND CONDUIT SHALL BE INSTALLED THROUGHOUT PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
4. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
6. SEE SHEET 210 FOR STRIPING DETAILS.

UTILITY LEGEND

—G—G—	GAS MAIN
—W—W—	WATER MAIN
—S—S—	SEWER MAIN
—SD—SD—	STORM DRAIN
—TV—TV—	CABLE TELEVISION
—E—E—	ELECTRIC CABLES
—T—T—	TELEPHONE CABLES
—A—A—	AERIAL CABLES

GEOMETRICS

═══	PROPOSED GEOMETRICS
═ ═ ═	EXISTING GEOMETRICS

FILE: c:\cad files\99-386\signals\md2@rampa.dgn
DATE: 14–Jan–02 00:58

BOARD OF PROFESSIONAL ENGINEERS No. 23505 FREDERICK A. CARIVAN STATE OF MARYLAND 7/13/02

A/E GROUP, INC.
ENGINEERS • PLANNERS
181 E. Main Street
Westminster, Maryland 21158
A/E Job No. 99–386

REVISIONS

APPROVALS
3-26-02 TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
3/26/02 ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
3/26/02 CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
Edward Buck for T. Hicks 3/27/02 DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

MD 2 AND WESTBOUND US 50/301 RAMP 'A' SPUR
TRAFFIC SIGNALIZATION PLAN

DRAWN BY:	S.F.N.	F.A.P. NO.	SEE TITLE SHEET	TS NO. TS–4072	SHEET NO.
CHECKED BY:	F.A.C. 3/02	S.H.A. NO.	AA6015170		
SCALE:	1" = 20'	COUNTY:	ANNE ARUNDEL	T.I.M.S. NO.	
DATE:	MARCH, 2002	LOG MILE:	.	E–158X	209 OF 266